(c) if not, the action proposed by Government for ensuring safe operations in accordance with Air Safety Regulations?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. Prior to permitting operation of air taxi, the operator has to seek approval of their maintenance organisation by DGCA.

(c) Does not arise.

Arrival and departure schedules of Indian Airlines

2712. DR. SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the index of the schedules of arrivals and departures of the passenger air traffic in Indian Airlines for the last two years; and

(b) what is the capacity utilisation index of the passengers in Indian Airlines in the last two years?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) During the years 1990 and 1991, 56.29 per cent and 67.85 per cent respectively of the flights left in time. As per the general practice followed by most of the airlines world-wide. Indian Airlines does not maintain statistics of arrival of flights.

(b) The capacity utilisation of passenger traffic in terms of seat factor during the last two years is as follows:—

Year	Seat factor (%)
1990-91	78.8
1991-92	73.4

Parking charges charged from air taxi operators

2713. SHRI RAMACHANDRAN PILLAI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the amount collected by Government towards parking charges from the Private Air Taxi Operators, month-wise and operators-wise at Bombay, Delhi, Madras and Calcutta, etc.;

(b) whether these private operators are also required to pay the landing charges;

(c) if so, what is the amount collected operator-wise and airport-wise;

(d) whether the rate chargeable as parking charges and landing charges for the private air taxi operators is the same as chargeable to the Indian Airlines; and

(e) if not, what is the difference?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (e) The information is being collected and will be laid on the Table of the House.

Use of old Boeing 747 aircraft by air taxi operators

2714. SHRI RAMACHANDRAN PILLAI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are aware that the Boeing 737 aircraft operated by the private air taxi operators in India are over 15 years and taken on lease from the leasing companies of U.S.A.;

(b) whether it is a fact that these aged aircraft are flying with passengers with several snags, thus endangering the precious life of the passengers; and

(c) if so, what are the steps taken by Government to ensure that these aircraft are subjected to thorough inspections before the same is given the airworthiness certificate?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Only one operator, namely M/s. East West Airlines has imported three used B-737 aircraft; out of the three, one aircraft is 17 years of age and the other two are 11 year old from the date of manufacture.

(b) and (c) No flight is released with snags endangering life of passengers. Before Certificate of Airworthiness is issued or revalidated, all documents pertaining to the aircraft issued by the manufacturers and airworthiness authorities of the country of export are thoroughly scrutinised by the officers of the DGCA. The aircraft is also physically inspected, test flown and defects, if any, are rectified. On satisfactory report only, C of A is revalidated.

Compensation payable by Air Taxi operators

2715. SHRI RAMACHANDRAN PILLAI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the air passengers travelling by the aircraft operated by the private air taxi operators are entitled to the accident compensation in case of partial/permanent disability or loss of life as a result of air accident;

(b) if so, what is the amount of compensation payable to such victims of air accidents by the private air taxi operators; and

(c) what are the steps taken by Government to avert air accidents by the private air taxi operators?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. The minimum amount of compensation which the operator is liable to pay is as follows:—

(i) In the event of death/permanent injury of passenger of 12 or more years of age Rs. 5,00,000.

(ii) In the event of death/permanent injury of a passenger who is below 12 years of age Rs. 2,50,000.

(ii) In the event of injury which results in temporary disablement Rs. 500.00 per day for the period during which passenger continues to be disabled or a sum of Rs. 1,00,000 whichever is less.

(c) Steps are continuously taken to enhance the level of air safety like implementation of recommendations emanating from investigation of air accidents and dissemination of safety information and monitoring of cockpit voice recorders.

Inland air travel tax levied by air taxi operators

2716. SHRI A. NALLASIVAN:

SHRI SAMAR MUKHERJEE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether domestic air traveller being carried by private air taxi operators, are levied 15 per cent of the fare as Inland Air Travel Tax;

(b) if so, what is the amount collected by Government from the individual Air taxi operators for the year 1990-91 and 1991-92 month-wise and operator-wise;

(c) whether Government have constituted an Inspectorate or any such agency to verify as to whether the IATT collected by the private operators from the air travellers are duly remitted to the Government;

(d) if so, the name and designation of the agency entrusted with the responsibility; and

(e) if not, by when Government propose to constitute such an agency so as to avoid evasion of the IATT payment collected from the passengers by the private operators?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir;

(b) to (e) The information is being collected and will be laid on the table of the House.